

**SR 100 SPUR TURNBACK, SR 500 REROUTING,
AND SR 501 PARTIAL ABANDONMENT**

BRIEFING PAPER

Prepared for the
February 2005 Transportation Commission Meeting

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Reviewed by: Don Wagner, Regional Administrator

Approved by: Paula J. Hammond, Chief of Staff

PURPOSE:

Currently, WSDOT has three potential route jurisdiction issues in progress. They are:

SR 100 Spur – Within Cape Disappointment National and State Historical Park Boundary

SR 500 – Rerouting of SR 500 (Fourth Plain Blvd from SR 503 to NE 162nd) to Padden Parkway

SR 501 – Abandonment of that portion of SR 501 in the vicinity of Post Office Lake at the National Wildlife Refuge Boundary (currently barricaded and a portion of SR 501 is washed out)

ACTION/OUTCOME:

Approval by the Commission to work with the agencies receiving the state highways, and the Transportation Improvement Board as needed to enact the changes.

DISCUSSION:

All State Routes are defined in the RCW's. Most of the descriptions are quite general in nature, being usually a beginning point, and ending point and a general compass direction in between. From these RCW's the State Map, systems plan and other documents and plans are prepared and maintained by the Department under direction of the Transportation Commission and the Secretary of Transportation. If a new roadway is to become a State Route, it is subject to a thorough review in a process operated by the Transportation Improvement Board. Appropriate changes in the State Law are developed out of this process and recommended to the Legislature. In the case of the subject transfers, the RCW's do not need to be changed. In order however, to implement changes such as these that impact many operations within the WSDOT, the Commission is being asked to direct the Secretary, and the Department to implement the changes.

BACKGROUND:

SR 100 Spur: Washington State Parks and Recreation Commission (WSPRC) has approved a resolution requesting to take over SR 100 Spur from Mile Post 3.03 to Mile Post 3.56, within the newly renamed Cape Disappointment National and State Historical

Park. The WSPRC would take over responsibility of all of SR 100 Spur within the park boundary, up to the US Coast Guard Property. Parks has worked with the Coast Guard to gain their support also.

SR 500:

This area of Clark County/City of Vancouver is rapidly urbanizing and facing development pressure that is in conflict with state route access policies. The newly constructed Padden Parkway (constructed and managed by Clark County) has access features that more resemble the state highway system. The Padden Parkway is roughly parallel to SR 500 (Fourth Plain Road) in the area under consideration. The City of Vancouver would take over responsibility from WSDOT of SR 500 from Mile Post 5.96 to Mile Post 8.30 and WSDOT would take over responsibility from Clark County of a portion of Padden Parkway, Ward Road and NE 162nd Ave. This new portion of SR 500 would connect into SR 503 at Mile Post 1.02 on the west end and into the exist SR 500 at Mile Post 8.30. The Clark County Board of Commissioners and the Vancouver City Council have approved resolutions in support of this change.

SR 501:

This piece of SR 501 extends to the Ridgefield National Wildlife Refuge (RNWR) adjacent to the bank of the Columbia River. Portions of SR 501 have washed away and the road is barricaded. This road serves no useful function at this time, and this portion is unlikely ever to be extended through the RNWR. The proposal is to abandon the portion of SR 501 from Mile Post 11.40 to Mile Post 12.72.

The RNWR has been involved in discussions regarding this abandonment and is supportive of the action.

DISCUSSION:

SR 100 Spur

Washington State Parks & Recreation Commission (WSPRC) has expressed a desire to take over the SR 100 spur within the boundaries of Cape Disappointment Park. This would enable WSPRC to be in control of all design, access and management issues.

The road serves the US Coast Guard Station and Lewis and Clark Interpretive Center (LCIC). Both the Coast Guard and LCIC have reportedly told WSPRC they concur with the route jurisdiction transfer.

Implications to WSDOT are that we would lose 0.53 mile of low volume road from our system. A short piece of road would be left from SR 100 Loop to the park boundary. In the future WSPRC may consider taking this piece of road also, but for now WSDOT would have control of a short piece of the road leading into the park.

State Parks has had a resolution requesting and supporting this transfer passed by the State Parks Commission.

SR 500

The City of Vancouver is desirous of having control and access/design approval over this piece of Fourth Plain Blvd. The accesses and development pressure make this look more like a city arterial than a state highway. Clark County built the Padden Parkway, which parallels Fourth Plain for most of this area, to a standard that resembles a limited access state highway facility.

The main issue surrounding this rerouting from a WSDOT point of view is the level of landscaping along the Padden. We are working with the City and Clark County to address this issue. From a maintenance and operations point of view the costs are roughly equal. The City would receive a route that is older and more maintenance intensive than the Padden. The State would receive a new facility that has two new signals and newer drainage facilities.

The City of Vancouver and Clark County have presented the proposed transfer to their respective Council/Commission. The transfers have been approved by both the City Council and the County Commissioners.

SR 501

The portion of SR 501 north of the Ridgefield National Wildlife Refuge south boundary is currently barricaded and a portion of SR 501 is washed out and is of no service. The route does not connect to anything.

Additional Notes:

For the SR 100 Spur, SR 500, and SR 501 transfers, there is no legislative action required, as the RCW's defining the routes would still be correct. SR 100 Spur is defined as going to the State Park. SR 500 is defined in the State RCW's as "A state highway to be known as state route number 500 is established as follows: Beginning at a junction with state route number 5 at Vancouver, thence northeasterly to Orchards, thence southeasterly to a junction with state route number 14 at Camas." SR 501 is defined as "Beginning at a junction with state route number 5 at Vancouver, thence northerly by way of Lower River Road and an extension thereof to Ridgefield, thence easterly to a junction with state route number 5 in the vicinity south of La Center." This extension of state route number 501 was never intended to be the section that continues on north to Ridgefield, it currently dead ends in the Ridgefield National Wildlife Refuge.

Attachments:

1. Map of SR 100 Spur
2. Map of SR 500
3. Map of SR 501

RECOMMENDATION:

We are requesting a Commission MOTION to work with the local entities to enact the Route Jurisdiction Transfer of SR 100 Spur and SR 500 and to abandon the described portion of SR 501.

MOTION: I move that the Department be directed to work with the local entities to enact the Route Jurisdiction Transfer of SR 100 Spur, SR 500 and to abandon the portion of SR 501 north of the boundary of the Ridgefield Natural Wildlife Refuge.

For further information, contact: William L Pierce, SW Region Local Programs (360) 905-2215.